

THE BUILDING OF SUBURBAN ROADS AND DEVELOPMENT  
OF THE DISTRICT AROUND NEW WESTMINSTER.

One of the first tasks which the Royal Engineers undertook was opening up the land around the capital and building essential roads. As early as the spring of 1859 Colonel Moody decided that a road should be built from New Westminster to tide water on Burrard Inlet so that the city could be more easily defended in case of attack.<sup>1</sup>

Military considerations were one of Colonel Moody's chief concerns. To ensure the defence of New Westminster and the surrounding territory he had constituted six reserves. The largest of these included the whole south side of the Fraser as far as the border, from two miles above the confluence of the Pitt and Fraser to six miles below New Westminster. There were two naval reserves of 110 acres and 788 acres at Jericho and Point Grey. Both sides of the First Narrows were constituted as military reserves: 354 acres of what is now Stanley Park and 950 acres of the north shore opposite the park. One hundred and fifty-five acres was set aside as a naval reserve on the south side of the inlet

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1 Royal Engineers' Letter Book 3, pp. 108-110.

(later known as Granville townsite) and 110 acres near Port Moody at the head of the inlet, also became a naval reserve. On the north and south sides of the Second Narrows 190 acres and 127 acres were reserved for military purposes.<sup>2</sup>

Work on a trail from New Westminster to the Inlet was started by a group of engineers under Sergeant John McMurphy, a roadway sixty-six feet wide being surveyed for five miles due north from the Camp to reach the Inlet at a point some miles west of the present site of Port Moody.

Because of the direction it was known as the "North Road". The sappers had covered about half the distance to the Inlet when the San Juan incident occurred and the Engineers were despatched to the scene of the trouble. Colonel Moody was insistent that the road should be completed and Douglas agreed. Work on the trail was resumed during the winter of 1859-1860, some of the work being done by the Engineers themselves and some by civilian contractors. The North Road was completed in the spring of 1861 and the British Columbian reported that Burrard Inlet was "quite a resort for pleasure seekers".<sup>3</sup> The road was actually nothing more than a wide trail, until in 1862 a party of sappers chopped the timber from the entire surveyed width.<sup>4</sup> However by the

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2 Ibid. p. 156; B.C. Papers, Part 3, p.78, Douglas to Newcastle, December 23, 1859.

3 British Columbian, April 4, 1861.

4 Ibid. April 10, 1862.

next spring it was declared to be unfit for vehicular traffic.

On January 4, 1860, Governor Douglas enacted the first Pre-Emption Act and the Royal Engineers were faced with the task of surveying the suburban lands.

They began at Lot 1 on the North Road worked out northward along the road as far as Lot 9, then they surveyed lots around Burnaby Lake, some along the south shore of Burrard Inlet and 2 lots on the North shore; also from the North Road to the Coquitlam River, south of a line drawn east from the south boundary of Lot 5. On the south side of the Fraser they surveyed lots 1 to 30 with lines at right angles to the River and Boundary Bay, also lots in Langley and Chilliwack.<sup>5</sup>

By the Pre-Emption Act it was hoped to encourage farmers to settle on the fertile lands around New Westminster as the food supply of the colony could not meet the demands of the mining camps. The first Pre-Emption Act<sup>6</sup> provided for the purchase of unsurveyed Crown lands, not exceeding 160 acres to a single purchaser. The price was not to exceed ten shillings an acre and the purchasers had only to enter into possession of the land and record an application of purchase with the Chief Commissioner of Lands and Works. A few days later a second proclamation made it possible to purchase surveyed lands at ten shillings an acre after they

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5 Draper, William, unpublished Notes.

6 Imperial Blue Books, B. C. Proclamation, January 4, 1860.

had been offered at public auction.<sup>7</sup> By a proclamation of January 19, 1861, the price of country land was reduced to 4 <sup>s.</sup> 2 d. an acre.<sup>8</sup>

Governor Douglas wrote to the Duke of Newcastle on the success of his policy.

The effect of the Pre-Emption Law is already observable in the forest clearings made by settlers in the densely wooded land on the banks of the Fraser River. The cost of clearing such land by means of hired labour ranges from £15 to £30 an acre, and it will consequently never prove an attractive investment for capital, such land cannot be cleared to advantage otherwise than by the actual settler investing his own labour in the formation of a permanent home and property for himself and family.<sup>9</sup>

However Douglas's enthusiasm was not shared by the colonists and the land policy of the administration was the subject of much criticism, chiefly because agricultural land was sold without any condition of settlement. "We all know that the present land system of British Columbia is rotten to its very centre; that it encourages the land-shark and discourages the hardy pioneer."<sup>10</sup> As a consequence much of the best agricultural land was obtained by non-resident speculators. A considerable amount of land close to New Westminster was taken up by Government officials; the result

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7 Howay, F.W. and Scholefield, E.O.S. British Columbia, V. 2, p. 591.

8 Proclamation No. 2, January 19, 1861, B.C. Papers, part 4, pp. 71, 72.

9 B.C. Papers, part 4, p. 6, Douglas to Newcastle, May 23, 1860.

10 British Columbian, May 9, 1861.

of this practice being that bona fide settlers were discouraged.

Ten years later the Mainland Guardian complained that "the environs of New Westminster are equally a prey to speculative land-holders and long stretches of magnificent bottom land are lying unutilized because these insatiable cormorants cannot obtain a price commensurate with their <sup>11</sup> extravagant idea of its value", and said that the nearest farm on the Pitt River road was eight miles out because all the land closer to town was still held by speculators.

Not the least of the land-grabbing officials was Colonel Moody himself who obtained land close to the capital chiefly on the North Road and around Burnaby Lake. In all he "bought" 3,750 acres for which he paid \$1.01 to \$2.42 $\frac{1}{2}$  an acre.<sup>12</sup> His chief holding was "Mayfield" a 200 or 300 tract on the North Road which he developed into a model farm. A letter to the editor of the British Columbian published on May 2, 1861, said in part - "Colonel Moody has done much for this place and if he would only wash his hands of land-sharkism, . . . encourage the man who will improve the land and turn the cold shoulder to the 'land-shark' he would not only be a popular but a useful man in the colony".

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11 Mainland Guardian, June 11, 1870.

12 See Cope, M.C.L., Colonel Moody and the Royal Engineers in British Columbia, Appendix IX, pp. 226-227.

On May 28, 1861, Governor Douglas issued a proclamation announcing that only bona fide settlers would be permitted to take up land under the terms of the Pre-Emption Act of 1860 and the Country Land Act of 1861. The conditions of sale were to be occupancy and improvement of the land.<sup>13</sup> The next month the New Westminster Municipal Council presented a petition to the Governor asking for the establishment of a centrally located land-office which would freely give information to would-be settlers. At that time persons desiring to register pre-emptions or to obtain information about available land were obliged to go to Colonel Moody's office at the Camp. Complaint was constantly made that this office was too busy with other matters to give much attention or encouragement to prospective settlers.<sup>14</sup>

By the summer of 1861 there were only thirteen farms in the vicinity of New Westminster. The total acreage under cultivation on six of these holdings was estimated at fifty acres.<sup>15</sup> S. W. Herring had a ranch across the river from the capital with ten acres planted in vegetables. He also had a few cows and was probably New Westminster's first milk dealer.<sup>16</sup> Three other farmers had located on the south

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<sup>13</sup> British Columbian, June 20, 1861.

<sup>14</sup> Ibid. June 6, 1861.

<sup>15</sup> Ibid. May 9, 1861.

<sup>16</sup> Ibid. June 13, 1861.

bank of the Fraser. Mr. Armstrong had several acres of vegetables and Mr. James Kennedy had cleared land preparatory to setting our fruit trees. Mr. Armstrong's farm lay below the city while Mr. Kennedy's holding was at Anniesville. Almost opposite New Westminster Mr. Brown had pre-empted land of which ten acres was under cultivation.<sup>17</sup> On June 4, 1861, Governor Douglas wrote to the Colonial Secretary, "The forests opposite the town are beginning to yield to the woodman's efforts; and one enterprising proprietor, Mr. Brown, has discovered on his ground a large tract of excellent land which certainly cannot be surpassed in point of fertility or quality of soil".<sup>18</sup> A Mr. Murphy had a farm on an island in the river (probably Lulu Island) at this date, but the unfortunate gentleman was murdered by Indians in November, 1861.<sup>19</sup>

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17 Ibid. September 5, 1861.

18 B. C. Papers, Part 4, p. 52, Douglas to Newcastle, June 14, 1861.

19 British Columbian, July 11, 1861; November 9, 1861. Indian Peter, alias Kayule, was tried at the Assizes of November, 1869, for the murder of Mr. Murphy. Peter, who had been working for some years at Moody's Mill, had quarrelled with Murphy over wages and had killed the whiteman. Evidence was given by the prisoner's mother-in-law who had witnessed the murder eight years before and had kept silent because she was threatened with death if she divulged what she had seen. The Indian woman said she was growing old and wished to clear her conscience. Peter was found guilty and sentenced to death.

Other early settlers were Capt. McLean on the Pitt River and Mr. S. H. Atkins on the "Quoquitlam". A trail was built from the Camp to Pitt River in 1859 by Messrs. William Clarkson and Sparrow and the Royal Engineers pastured their horses on Pitt Meadows. McLean, who started his farm at an earlier date, had seventy head of cattle, hogs and several horses, while Mr. Atkins had planted vegetables and was preparing to start an orchard.<sup>20</sup> Mr. Wm. Holmes had pre-empted land and started farming on the North Road along Brunette Creek and Colonel Moody's "Mayfield" was located further along the road.<sup>21</sup>

A Mr. Welsh had located along Douglas Road by the spring of 1861<sup>22</sup> and various other claims had been made in the vicinity of Burnaby and Deer Lakes, one of the earliest being that of John French. Settlement in this direction was hampered by a Government proclamation of October, 1862, which reserved from pre-emption the land on the south side of Burrard Inlet west three miles and to a distance of one mile from the water. Also reserved was all the land lying between this reserve and French's holding on the Douglas Road.<sup>23</sup>

A road had been built by Mr. Ross on the north bank of the Fraser running from New Westminster towards the Gulf.

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20 Ibid. September 26, 1861

21 Ibid. October 10, 1861.

22 Ibid. April 4, 1861.

23 Ibid. August 15, 1862; October 15, 1862.



It started from the end of Royal Avenue and continued westward past Homer's mill.<sup>24</sup> By October, 1861, it was completed for a distance of three miles and along it Mr. H. A. McKee had pre-empted an "excellent claim of part prairie and part woodland".<sup>25</sup> Further down the river Mr. Hugh McRoberts had just purchased 1,300 acres of grassland on Sea Island and the mainland with land scrip. In April, 1862, tenders were called by the Lands and Works Department for construction of a ten mile wagon road, eighteen feet wide, as near the North Arm of the Fraser as swampy ground would permit, to be a continuation of the three mile road built the previous year by Mr. Ross.<sup>26</sup> No record was found of this contract being awarded, but Hugh McRoberts did cut a trail down the north arm as far as the Musqueam Indian Reserve, taking payment in land scrip. The cost of the road was given as £720.<sup>27</sup> McRoberts' trail followed closely along the route of the existing River Road.

A trail had been built under Government contract by James Kennedy from his pre-emption at Annieville. It followed up the river as far as Brownsville wharf, opposite New Westminster, and thence on about four miles to connect with the Langley trail.<sup>28</sup> In the other direction it followed

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24 B. C. Despatches, p. 478, Douglas to Newcastle, June 15, 1863; British Columbian, March 14, 1861.

25 British Columbian, October 10, 1861.

26 Ibid. April 10, 1862.

27 B. C. Despatches, loc. cit.

28 British Columbian, February 13, 1861.

the route now used by the Great Northern Railway, to Oliver Slough, Mud Bay.

When Governor Douglas visited the capital in the spring of 1861 he wrote the Duke of Newcastle, "...the most interesting feature about New Westminster is the newly formed line of roads". He mentioned the roads north of the town, expressed the hope that they would lead to settlement and added that "a similar result in promoting early settlement is anticipated from another new line of road which is being formed on the left bank of the Fraser, commencing a little below New Westminster and running in a southerly direction towards the frontier".<sup>29</sup>

One of the first country roads constructed was a road to the region around Burnaby Lake where a number of settlers had established claims. To connect this area with the capital, plans were made for extending Douglas Street. A contract for continuing it four and a half miles at £79 a mile was let to Sparrow and McDonald who soon abandoned the project. In February, 1861, the contract was re-awarded to Murray and Kelso, but they also were unable to complete it and went bankrupt. By June they had opened it about four and one-half miles to the stream connecting Deer Lake to Burnaby Lake. In April of the following year tenders were called by Captain Grant of the Lands and Works Department for con-

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<sup>29</sup> B. C. Papers, Part 4, p. 52, Douglas to Newcastle, June 4, 1861.

struction of a wagon road, eighteen feet wide, from six miles out to a "blazed tree on the South Shore of Burrard Inlet, at the Second Narrows".<sup>30</sup> Apparently no tenders were received or, what is more likely, the Government decided to defer construction of the road because of lack of money.

In December, 1862, the Municipal Council of New Westminster sent a letter to the Chief Commissioner of Lands and Works urging completion of the road as far as the Inlet.<sup>31</sup> Nothing was done and the following spring the Council addressed a further appeal to the Government. In reply the Governor said that he could not sanction construction of the road unless the funds were provided from local taxation. The Municipal Council would not agree to increase the already heavy tax rate although they considered the road a prime necessity. Writing to Colonel Moody, Henry Holbrook, President of the Council, said in part.

...we feel bound to call His Excellency's attention to the fact that we have already by additional and voluntary taxation, contributed largely towards clearing and making the streets of the City, work which in accordance with the terms expressed at the sale of the site as 'the Capital of the Colony' the Government was bound to perform out of the proceeds of the said sale; a condition, which up to the present time, the Government have failed to fulfil. We object to any increase in the burden of taxation borne by the inhabitants of this municipality, and we consider it our duty to submit to His Excellency that however important it is that roads should be

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<sup>30</sup> British Columbian, April 10, 1862.

<sup>31</sup> Ibid. December 20, 1862.

made to the mines, it is no less important that goods roads should be made by the Government in the neighbourhood of this City to facilitate the supply of food to its inhabitants, who numbered on the average 1,500 during the past year, and to induce increase to our rural population. We call His Excellency's attention to the circumstances that more permanent settlers are resident in this City and District than are to be found in all other parts of the Colony taken collectively, and we therefore still urge the construction of the road in question even if it should be found necessary to issue (as has been done for other similar works) Road Bonds payable with interest at a future date in liquidation of the same.<sup>32</sup>

When Frederic Seymour succeeded James Douglas as Governor the colonists once again petitioned for completion of the road, and in October, 1864, J. T. Scott was awarded a contract to improve the existing section above Royal Avenue and continue the road from Burnaby Lake to the Inlet, a distance of about nine miles.<sup>33</sup> Payment was set at \$1,800 a mile. Scott commenced work October 10 with sixty men. Notices were posted advertising for two hundred men, wages to be \$35 a month for graders and \$40 for axemen, plus board. On November 5, the British Columbian reported that the choppers were five miles out and the graders two, with the former expected to reach the Inlet the following week. The paper complained that the road was rather winding and that timber and brush had been left in unsightly heaps on either

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32 Letter in Provincial Archives, Holbrook to Moody, June 1, 1863.

33 British Columbian, October 12, 1864.

side. In January, 1865, Mr. Scott re-let the remaining three and a half miles of the road in small sections.<sup>34</sup>

By May, 1865, Mr. Scott had completed a rough road from New Westminster to the Inlet, but at a cost of over \$3,000 a mile and he too went into bankruptcy. Mr. Scott drove Governor Seymour and the Colonial Secretary over the road on May 14. "We have no description of the trip, but it requires little imagination to realize its discomfort ... many low, wet places remained that were far softer and more miry than the higher ground; the worst marshy spots were covered with that terrible pioneer material - corduroy."<sup>35</sup>

An editorial in the British Columbian complained that the portion of Douglas Street above Queen's Avenue was almost impassable, "a mere trail, winding through amongst the stumps".<sup>36</sup>

Messrs. Brouse and Ross, working under Government contract, had in 1860 laid out a trail from the capital to False Creek. The purpose of this route was to enable troops to reach tide-water there if ships should be unable to go through the First Narrows because of adverse tides or winds. Although Colonel Moody considered the road of foremost

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<sup>34</sup> Ibid. January 4, 1865.

<sup>35</sup> Howay, F. W., Early Settlement on Burrard Inlet, B. C. Historical Quarterly, April, 1937, pp. 105, 106.

<sup>36</sup> British Columbian, March 16, 1865.

military importance Governor Douglas refused to sanction construction until he received authority from the Secretary of State.<sup>37</sup> The trail started from Douglas Road near the present Fourteenth Avenue and reached False Creek near the spot which now marks the end of the Granville Street Bridge. Colonel Moody wished to continue the trail on to the naval reserve at Jericho but Governor Douglas refused to authorize the expenditure at that time. Yielding to Moody's persuasion Douglas later gave his consent, and in February, 1861, the Chief Commissioner called for tenders to continue the trail six miles along the shores of False Creek and English Bay<sup>38</sup> but no record was found of this proposed extension being made. The original trail was merely a narrow path through the forest and it soon became overgrown. In 1868 Governor Seymour informed the Colonial Office that the trail was impassable.<sup>39</sup> However in October, 1862, John Morton, travelling along this trail with an Indian guide in search of pottery clay, viewed the land where Vancouver stands today. Morton; his cousin, Sam Brighthouse; and William Hailstone bought 550 acres extending from Burrard Inlet to English Bay at \$1.01 an acre.

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37 B. C. Despatches, Douglas to Newcastle, February 27, 1860.

38 British Columbian, February 21, 1861.

39 B. C. Despatches, Seymour to Buckingham, February 2, 1868.

The British Columbian of April 18, 1861, recorded that the Governor had promised to build a road to Pitt River but that he had failed to implement his promise. However the road was built by private contract during the winter of 1861-1862 and paid for partly in land scrip. Tenders for various sections were awarded to Messrs. Hodgkinson, Hall, Fulton, David Johnstone, William Clarkson, Woodside and William Ross. The total cost of the road was £3,867. 0. 8.<sup>40</sup> The road was eight miles long and ran from the Brunette to the Pitt. For some strange reason the portion of the road from the Camp to the Brunette was not completed.<sup>41</sup>

The fact that these roads were built did not mean that they were a safe or certain means of communication. Actually they were not "roads" in the modern sense of the word. In many cases they were merely paths cleared through the forest by felling trees and making a crude attempt to level the ground. Such roads were often rendered impassable either by heavy rains which turned the roadway to mud or else by falling trees caused by forest fires or high winds. Other roads were of corduroy construction - cedar logs either covered with earth and gravel or, more usually, left exposed.

Constant complaints were made about the condition of the roads, chiefly about the road to Burrard Inlet as this

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40 B. C. Despatches, p. 478, Douglas to Newcastle, June 15, 1863.

41 British Columbian, June 21, 1862.

was the chief highway of the Lower Mainland. The Brighton Road (Douglas Road) was blocked by fallen trees for weeks<sup>42</sup> during the summer of 1864. It was again impassable the following summer and in the summer of 1867 it was in such a bad state that a petition was circularized and presented to the Government demanding that the road be repaired. Five men were put to work in September of that year but this inadequate work-party could make very little permanent impression on the road and in December it was once again closed to traffic,<sup>43</sup> forcing the stage to cease operation. The British Columbian of December 11 reported the arrival at Burrard Inlet of the steamer Isabel from Victoria, with Hon. Capt. Stamp, Dr. Helmcken and Hon. J. W. Trutch. The two latter gentlemen walked over to New Westminster on the evening of their arrival. The Columbian added that the road was in a deplorable state and "had the Chief Commissioner stuck fast in one of the great mud-holes, entirely due to his own negligence, or something worse, the verdict of the public would have been, 'Served him right.'"

In January the paper reported the road to "our magnificent outer harbour" was in good condition thanks to<sup>44</sup> Jack Frost. However once the frost went out of the ground

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42 Ibid. August 1, 1865.

43 Ibid. December 4, 1867.

44 Ibid. January 8, 1868.



the road was in as bad condition as ever. The Columbian once more published an editorial about the deplorable condition of the road. "The Government is not sweet upon the road. But we venture to hope that road-making will not, like<sup>45</sup> kissing, go by mere favour."

In April the Government did undertake to repair the Brighton Road, employing a considerable number of men for the work, but the improvement was only temporary. Fallen trees blocked the road that summer and the next winter it was<sup>46</sup> in such bad condition as to be again impassable. A road petition was again circulated, but nothing was done and in the spring the road was once more closed to traffic. Mr. Thomas Spence was authorized to undertake repair work but his expenditure was limited to \$2,000, a sum totally inadequate<sup>47</sup> for the extensive repairs which were urgently required. In the spring of 1870 Mr. Spence was again at work repairing the<sup>48</sup> Brighton Road. He placed corduroy on the road wherever the swampy nature of the ground made that advisable. The logs, while giving the road a more solid foundation, were responsible for the death of Dr. A. W. S. Black. Dr. Black was returning to New Westminster from an emergency call to Burrard Inlet

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45 Ibid. April 5, 1868.

46 Ibid. December 12, 1868.

47 Ibid. April 25, 1869.

48 Mainland Guardian, May 11, 1870.

when his horse slipped on the corduroy and he was thrown to his death. In the early summer of 1871 the logs were covered.<sup>49</sup>

By June, 1864, the trail down the north bank of the Fraser towards the Gulf was declared to be impassable.<sup>50</sup> It remained in this condition until June, 1871, when the Government called for tenders for opening up and corduroying it for sixteen miles from New Westminster to Betts' farm.<sup>51</sup>

Most of the North Road was closed to traffic from 1863 until some years after Confederation. The bridges were allowed to go to ruin and by 1869 traffic was possible only as far as Brunette Creek.<sup>52</sup>

The Pitt River road had never been extended beyond its original length despite agitation for its continuation. Governor Seymour's prorogation speech of May, 1868, announced that His Excellency thought it would be possible for the Government to survey a line to extend the road from the Pitt to St. Mary's Mission but that no money was available for immediate construction of such a road.<sup>53</sup> In the issue of June 24, 1868, the British Columbian complained that nothing had been done about making the survey and that people were

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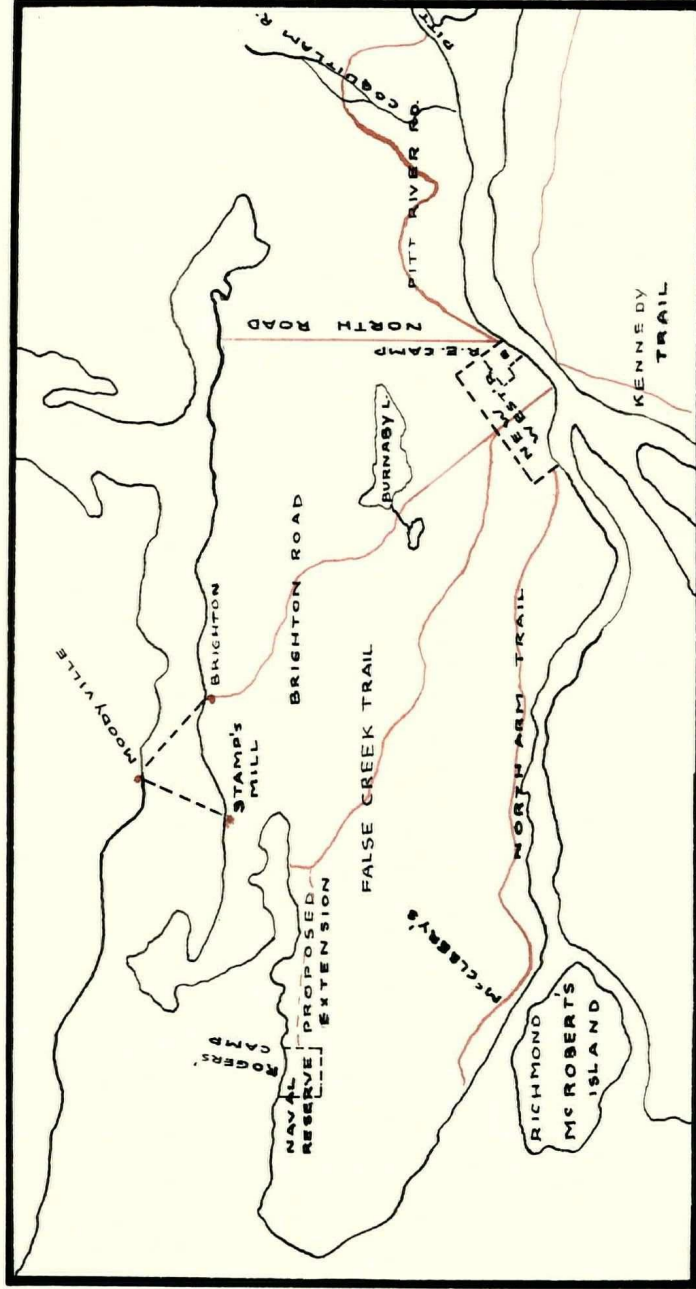
49 Ibid. June 7, 1871.

50 British Columbian, June 22, 1864.

51 Mainland Guardian, June 14, 1871.

52 British Columbian, August 26, 1868; Mainland Guardian, October 16, 1869.

53 British Columbian, May 2, 1868.



# TRAILS FROM NEW WESTMINSTER

SKETCH MAP - NOT DRAWN TO SCALE

anxious to know the route of the road so they would know where to locate their farms.

As the False Creek trail had fallen into ruin, the Brighton Road was the only road to the Inlet. There was no direct communication with "Stamp's" Mill. In the spring of 1870 a petition signed by many residents of New Westminster and Burrard Inlet was sent down to Hon. John Robson, M.L.C., asking him to urge upon the Government the construction of a road to reach Burrard Inlet at "Granville".<sup>54</sup> In 1872 the trail was recut but no road was constructed until the building of Kingsway.

As early as 1860 the first settler arrived in Maple Ridge and there was at an early date quite a number of settlers around Langley.<sup>55</sup> The earliest attempts at extensive farming were made at Chilliwack and Sumas. In the summer of 1862 the first settlers took up land in this area and by 1866, 4,860 acres had been pre-empted there of which 653 acres were under cultivation.<sup>56</sup> The first settlers at Chilliwack were Thomas Marks and John Barber and at Sumas, V. Veddar. In 1866 Messrs. Kipp and Reece, who had arrived three years previously, had an 800 acre farm with 350 acres planted with timothy, hay, turnips, Indian corn and vegetables.

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<sup>54</sup> Mainland Guardian, March 2, 1870.

<sup>55</sup> British Columbian, November 5, 1862.

<sup>56</sup> Ibid. September 19, 1866.

They had 340 head of cattle, 20 horses, 220 hogs, 250 fowl and sold considerable quantities of cheese, butter and eggs. Other early settlers in the Chilliwack area were James Bertrand, Reuben Nowell, Henry Cooper, John Blanchard, Matthew Sweetman, Charles Evans, William Hall and John Shelford, who also kept a store. In the Sumass Settlement the Chadsey Brothers were growing similar crops and had in addition 1,700 tobacco plants. During the summer of 1866 they sold 2,000 pounds of butter. In the summer of 1868 the Chadseys tried a new experiment in marketing, taking a team to the Cariboo with 2,500 pounds of fresh butter put up in two, five and ten

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pound cans. Also in the Sumas area were William Collinson, Lewis Thomas, Thomas York, L. P. Anderson, Crawford and Wilson, Mr. Boles, J. Burton and James Codville. Codville also ran a hotel and ferry at Codville's landing on Nicomen

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Island.

As has already been mentioned Hugh McRoberts pre-empted land near the mouth of the river in the spring of 1861. His main holding, which was on Sea Island, he called "Rich-

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mond". In the fall of 1861 he brought 100 head of cattle

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from Oregon. The stock was pastured at Sumas during the

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57 Ibid. July 25, 1868.

58 Ibid. September 19, 1866.

59 Ibid. September 13, 1862.

60 Ibid. January 16, 1862.

winter of 1861-62 and, due to the severity of the weather, 75 cattle died. By the autumn of 1862 McRoberts was reported as having 54 cattle. His total acreage was estimated at 1,560 acres of which 12 were under cultivation with 650 fruit trees planted on part of the rest.<sup>61</sup> In September, 1862, McRoberts was joined by his nephews, Samuel and Fitzgerald McCleery who pre-empted land on the mainland opposite "Richmond". About 1864 Mr. McRoberts dyked his land and the following year it produced a crop of wheat.

When John Morton and William Hailstone leased their holdings around English Bay and went to California in 1864, Samuel Brighthouse purchased a 697 acre tract on Lulu Island. Four years later, in 1868, William D. Ferris started farming on the island<sup>62</sup> although he still maintained a residence at New Westminster.<sup>63</sup>

Moody and Company pre-empted 500 acres at Mud Bay<sup>64</sup> in 1861 and brought in cattle from Oregon early the next year.<sup>65</sup> One of the first settlers on the south delta of the Fraser was William Henry Ladner who purchased 640 acres there in 1868.<sup>66</sup> His brother, Thomas E. Ladner, took up land shortly after. T. E. Ladner's home at New Westminster was destroyed

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61 Ibid. September 13, 1862.

62 Ibid. July 29, 1868.

63 Mainland Guardian, September 25, 1869.

64 British Columbian, October 10, 1861.

65 Ibid. January 16, 1862.

66 Ibid. July 29, 1868.

by fire in March, 1870, and probably he took up residence on  
the delta soon after that date.<sup>67</sup>

The first permanent settlement on Burrard Inlet came as a result of mills being established there. In 1862 a water power mill known as "Pioneer Mills" was established on the north shore of the Inlet by T. W. Graham. The mill was sold to J. A. Smith and later to S. P. Moody and the settlement which grew up around it soon became known as Moodyville. In April, 1867, a mill was put in operation on the south shore by the British Columbia and Vancouver Island Spar, Lumber and Sawmill Company. The first manager of this mill was Capt. Edward Stamp and consequently it was usually referred to as "Stamp's Mill". (Later it was known as Hastings Mill.)

A townsite, later known as Hastings, had been reserved by the Government in 1860 or 1861 near the Second Narrows. In 1863 a party of Royal Engineers under Lance-Corporal George Turner surveyed lots along the south shore of Burrard Inlet, west of Second Narrows, and made a complete transverse of the shore line from this reserve around the Inlet and into False Creek. Lance-Corporal Turner started his survey at the townsite reserve and surveyed lots 184, 183, 182, and 181 running westward along the Inlet. Next to lot 181 was a townsite reserve, then lot 185, whose western

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<sup>67</sup> Mainland Guardian, March 9, 1870.

boundary was the military reserve at the First Narrows (Stanley Park). Out of part of this second townsite reserve, lot 196 was created, and on lot 196 "Stamp's" mill was erected. Part of the remainder of this reserve was later laid out as Granville townsite. Lot 185 was pre-empted by Hailstone, Morton and Brighthouse and lots 184, 183, 182 and 181 were granted in 1863 and 1864 to John Graham, Thomas Ranaldson, H. P. P. Crease and Robert Burnaby respectively. <sup>68</sup>

Hastings Townsite was at the end of the Douglas Road which was completed in 1865. Although the townsite was surveyed the land was not offered for sale. It was merely the "end of the road" but soon, at the suggestion of John Robson, editor of the British Columbian it came to be called "Brighton". The Brighton Hotel was opened in August, 1865, and this section of Burrard Inlet became "a favorite resort for those who wish a pleasant Buggy-ride". <sup>69</sup>

In July, 1867, soon after Stamp's Mill commenced operation, Mr. W. R. Lewis started a semi-weekly stage service over the Douglas Road from New Westminster to Brighton. The stage left the Oro Restaurant, Columbia Street, every Tuesday and Friday at noon, returning the same day, the fare being one dollar each way. <sup>70</sup> Although only a semi-weekly service

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68 Howay, op. cit., pp. 104-105.

69 British Columbian, August 1, 1865; June 27, 1868.

70 Ibid. July 17, 1867.



was originally planned business was so brisk that by October the stage was making the trip every day. By the end of his first year in business Mr. Lewis was running two stages, one of four horses and the other of two. An opposition stage line operated by John McBean and Company was started in September, 1868, offering daily service to Brighton, but this company only remained in operation a little over a month.<sup>71</sup> At this time a steam ferry, the Sea Foam,<sup>72</sup> was placed in service between Brighton and Moodyville. There was no direct route from Brighton to Stamp's Mill and in order to reach the mill from the "end of the road" one had to ferry over to Moodyville and then cross back over the Inlet to the mill.

In March, 1869, Mr. Lewis secured the contract to carry the mail between New Westminster and the Inlet. The same month the Brighton Hotel was sold to Maximillien Michaud<sup>73</sup> who also became postmaster without pay.

The Assistant Surveyor General of British Columbia, B. M. Pearse, surveyed and laid out a townsite at Brighton in November, 1868.<sup>74</sup> The following May this site was gazetted<sup>75</sup> as "Hastings", and in August an auction sale was conducted

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71 Ibid. September 30, 1868; November 7, 1868.

72 Ibid. November 7, 1868.

73 Howay, op. cit., p. 108.

74 British Columbian, November 21, 1868.

75 Ibid. May 16, 1869.

at the Court House, New Westminster, at which time the town lots at Hastings were offered for sale, only seven being purchased.

In October, 1867, Jack Deighton (Gassy Jack) opened an hotel near Stamp's Mill. The group of buildings which grew up around Stamp's Mill was known as "Gastown" until March, 1870, when it was gazetted as "Granville". In April, 1870, Granville lots were offered at auction but only three were sold.<sup>76</sup>

In the spring of 1869 telegraph communication was established between New Westminster and Moodyville. The line was laid by S. P. Moody and Company to connect their mill with the city.<sup>77</sup> The poles followed the Brighton Road to Burrard Inlet, where an underwater cable was laid under the Inlet.<sup>78</sup> Mr. Moody allowed the general public to use the line. Telegrams to New Westminster cost twenty-five cents until April 1, 1871, when the price was raised to fifty cents.<sup>79</sup>

Moodyville was the largest and most progressive of the three settlements on Burrard Inlet. Mr. Joseph Burr had established a ranch near Moodyville and kept milk cows, and Messrs. G. Black and Van Bramer had imported cattle and established a stock ranch and butchering business.<sup>80</sup>

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76 Mainland Guardian, April 13, 1870.

77 British Columbian, March 16, 1869.

78 Ibid. April 25, 1869; May 29, 1869.

79 Howay, op. cit., p. 112.

80 British Columbian, August 17, 1867.